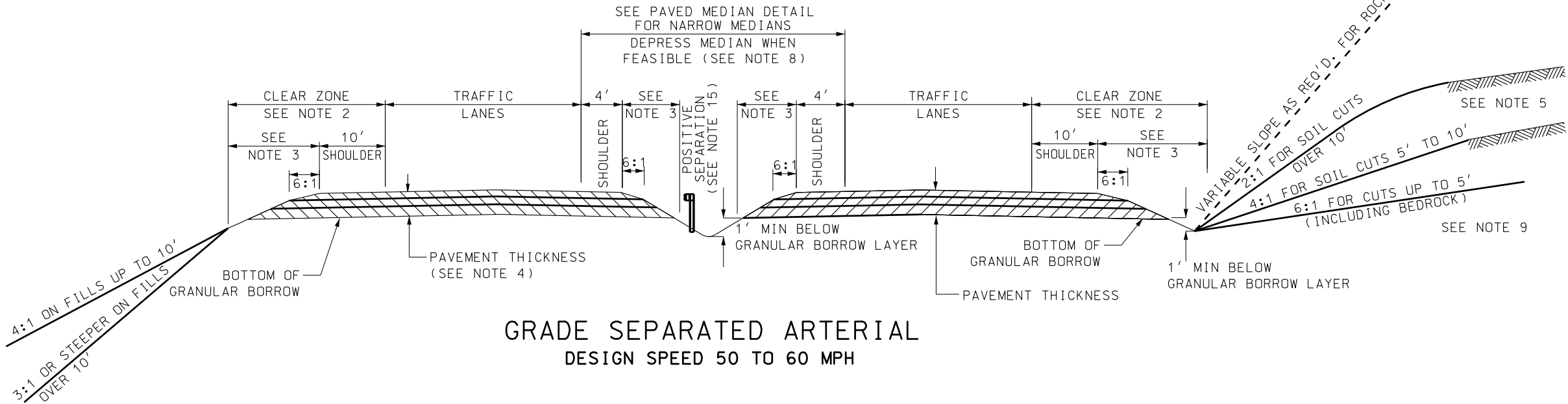
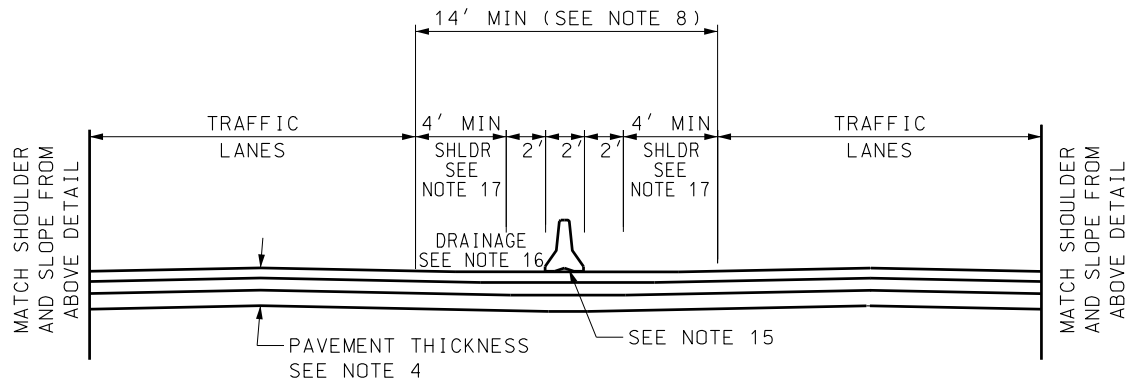


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01-May-2008



GRADE SEPARATED ARTERIAL
DESIGN SPEED 50 TO 60 MPH



PAVED MEDIAN DETAIL

NOTES:

- USE THE CURRENT EDITION OF AASHTO: A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR DESIGN OF ROADWAY ELEMENTS NOT SHOWN ON THIS STANDARD DRAWING.
- USE THE CURRENT EDITION OF AASHTO ROADSIDE DESIGN GUIDE FOR CLEAR ZONE REQUIREMENTS. CLEAR ZONE MAY EXTEND INTO CUT OR FILL SLOPES.
- MAINTAIN A 6:1 SLOPE FROM TOP OF PAVEMENT TO TOP OF UTBC. MAINTAIN CLEAR ZONE COMPLIANT SLOPES FROM THE TOP OF THE UTBC TO THE OUTER EDGE OF THE CLEAR ZONE IN FILL CONDITIONS. MAINTAIN A CONSTANT SLOPE FROM THE TOP OF THE UTBC TO THE BOTTOM OF THE GRANULAR BORROW LAYER OR PROVIDE OTHER MEASURES TO DRAIN ALL PAVEMENT THICKNESS LAYERS IN CUT CONDITIONS. MAINTAIN A MINIMUM OF ONE FOOT VERTICAL DISTANCE FROM THE BOTTOM OF THE GRANULAR BORROW LAYER TO THE BOTTOM OF THE CUT DITCH. THERE MAY BE CUT FORESLOPES AND BACKSLOPES IN THE CLEAR ZONE.
- PAVEMENT THICKNESS CONSISTS OF HARD SURFACING, UTBC, AND GRANULAR BORROW.
- INSTALL SURFACE DITCH (OPTIONAL) WHEN SHEET FLOW DRAINAGE IS TOWARDS CUT SLOPE. DRAIN SURFACE DITCH TO NATURAL DRAINAGE OR ROADSIDE DITCH. PROVIDE OTHER MEASURES TO PREVENT ERODING CUT SLOPES IF SURFACE DITCH IS OMITTED. SEE STD DWG DD 2 FOR DETAILS. ALSO SEE SLOPE ROUNDING DETAILS IN ROADWAY DESIGN MANUAL OF INSTRUCTION.
- SEE STD DWG DD 4 FOR TYPICAL DETAILS FOR SECTION ON CURVE AND SECTION ON TANGENT.
- SEE STD DWG DD 2 FOR TYPICAL SECTION ON DITCH FLARING AND BENCHED SLOPE.
- USE FLAT PAVED MEDIAN (10:1 OR FLATTER) WHERE MEDIAN IS NOT OF SUFFICIENT WIDTH TO PROVIDE A DEPTH OF 1 FOOT BELOW THE PAVEMENT THICKNESS.
- THE SLOPES SHOWN FOR CUT AND FILL HEIGHTS ARE SUGGESTED VALUES. SLOPES MAY DEViate FROM THESE SUGGESTED VALUES TO MEET PROJECT SPECIFIC REQUIREMENTS.
- RANGE OF SUPERELEVATION IS THE PAVED WIDTH.
- USE 2% MINIMUM CROSS SLOPES.
- PLACE ADVERSE SLOPE BREAKS AT SHOULDER OR LANE LINES IF APPLICABLE.
- USE 6% MAXIMUM ALGEBRAIC DIFFERENCE FOR SLOPE BREAKS BETWEEN SHOULDER AND LANE LINES.
- USE 4% MAXIMUM ALGEBRAIC DIFFERENCE FOR SLOPE BREAKS BETWEEN LANE LINES.
- POSITIVE SEPARATION IS REQUIRED FOR MEDIAN WIDTHS LESS THAN 50'. USE ANY ACCEPTABLE POSITIVE SEPARATION.
- PROVIDE UNDERGROUND DRAINAGE AT PAVED MEDIAN IF ROADWAYS HAVE A BREAK IN SLOPE THAT DIVERTS WATER TO THE MEDIAN.
- USE MINIMUM 4' MEDIAN SHOULDERS (8' DESIRABLE) FOR UP TO TWO TRAFFIC LANES IN EACH DIRECTION. USE MINIMUM 8' MEDIAN SHOULDERS FOR THREE OR MORE TRAFFIC LANES.

SUPPLEMENTAL DRAWING

REVISIONS				REMARKS			
NO.	DATE	APPR.	NO.	DATE	APPR.	NO.	DATE
1	04-24-08	RM	NEW	DRAWING			
UTAH DEPARTMENT OF TRANSPORTATION				STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION			
SALT LAKE CITY, UTAH				RECOMMENDED FOR APPROVAL			
GRADE SEPARATED ARTERIALS OTHER THAN FREEWAYS				APR. 24, 2008			
50 TO 60 MPH				DATE			
STANDARD DRAWING TITLE				APR. 24, 2008			
STD DWG				DD 17			